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1. Electric locomotives

- a. The VEM Lokomotivenbau Elektrotechnische Werke (LEW) VEB, Hennigsdorf, received an order from Poland for 55 electric locomotives. The locomotives are to operate on 3,000 volts. Each will incorporate two 1,500 volt motors in line. The specification demands a collector speed of 50 meters per second, which is considerably higher than the present usual maximum, of approximately 35 meters per second.

- b. The electrical unit for the trial commutator (Stromrichter) locomotive was tested for several weeks on the test track at Hennigsdorf in November 1951 and proved to be satisfactory. The trial unit was finally finished by the Elektro-Apparate-Werke, Berlin-Treptow (SAG Kabel), in mid-December 1951 and shipped to the USSR as a reparation delivery.

early December 1951 that in the USSR this unit will be fitted into a mining locomotive of Russian manufacture. Several of the RBDs are now also extremely interested in this commutator (Stromrichter) unit since it has been decided not to build any special new power stations for the exclusive use of the railroads. RBDs will in the future revert to obtaining additional electricity from the local nets which work with 50 cycle current.

2. The Eberswalde loop line

The entrance to the station between the switch house (Stellwerk) EET (sic) and the bridge over the Finow canal has been raised approximately 30 centimeters.

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The branch of the industrial line has been raised by 1.8 meters for a distance of 400 meters. As regards the Finow canal bridge, the anchoring ties are in position and the ends of the bridge have been raised. A points crossing has been laid at the railroad track block (Blockwerk) at Forsthaus and work on another is in progress for the branch line to Britz station. Rails have been unloaded on the stretch between the latter and the bridge over the canal.

3. The restoration of the Angermuende-Pad Freienwalde line

The temporary bridge, 11.6 meters in length at point 0.503 km. is being replaced by another 19.5 meters in length. The permanent way of the line has been laid for a distance of 80 meters except for breaks at building sites three** and four.** The line has been completed at the crossing point in the Saaten-Neuendorf station. At the Luedersdorf crossing point the line is 80% ready. The cement foundations for the coaling and watering points have been laid.

4. Crossing points in the Rathenow-Stendal sector

The line crossing at block 38 went into operation on 1 December. The laying of the crossing at Wilhelmshof will begin on 11 December.

5. The curve at Wustermark

Some 6100 cubic meters of earth have been removed out of an estimated total of 13,600 cubic meters. Two points crossings have been laid and 1,000 meters of track have arrived. The line is scheduled to be in operation by 11 December.

6. The curve at Narsdorf

This curve is complete inasmuch as it could be used if the necessity arose, but the second ramming (Stopfen) cannot take place this year as the curve must be allowed to settle for a certain time.

7. The Oder bridge at Frankfurt/Oder

Of the total 400 tons of steel for the two new bridge sections, 300 tons are ready. The erection framework for No. 1 bridge section has been completed and is in the process of preparation for sections No. 2 and No. 3. The 1951 plan is expected to be completed by 31 January 1952.

8. The Oder bridge at Kuestrin

The alterations to the steel parts for the bridge section No. 4 are 20% complete. The erection framework is ready for this section, and also for 5 a. Repairs on the latter are 20% complete. The 1951 plan should be finished by 31 January 1952. There are difficulties on the Polish side as the Russian guards are now demanding passes with photographs. Security arrangements cannot yet be put into effect as the plans of the Posen railroad staff have not arrived.*

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** Comment: Not further identified.

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